

Making New Connections

Our system's hub and spoke design worked well for the Nashville of 1990, but 1990's Nashville was about half the size it is now, and traffic was nowhere near as bad. And with a multitude of mobility options available to people, it means that we need to be a bit more creative in thinking of ways to make connections for a variety of people with a variety of destinations.

One of the most obvious ways to address that problem is to offer more crosstown routes, providing more direct service between neighborhoods without coming Downtown. In doing this, we can decentralize our transit system so that people can travel from neighborhood to neighborhood with relative ease.

But what's needed to make more crosstown service work?

1. More frequency, not just on the main pikes, but on the crosstown routes as well, so you can rely on transfers made outside of downtown.
2. Places for people to make transfers safely and easily. That can be achieved by a variety of means:
 - a. Transit Centers – mobility hubs where 2 or more routes connect to allow for transfers. These can also provide opportunities for connections to and from other modes of transportation, including bicycles, Uber and Lyft, etc. Some could also have park and rides for people in more suburban areas to access transit.
 - b. Bus shelters and intersection improvements - for other locations where routes intersect, riders need safe and comfortable places to cross the street and wait for their next bus.

Another thing that will help make crosstown service work better in Nashville is continued development along crosstown corridors. Nashville has mostly grown along the major pikes going to/from downtown and there aren't as many crosstown streets with the type of development that supports more transit service. That's starting to change in some areas, but not every street that goes across town has enough demand to warrant transit service.

In addition to crosstown service, key extensions of existing routes can help provide new opportunities for people to transfer outside of downtown. While they may seem like minor changes, they can open new possibilities for riders to make connections, enabling them to reach more places, more quickly.

But as you know, each of these measures comes with a cost. Extending routes, improving frequency of service, and creating new crosstown services mean purchasing more buses, hiring more bus operators, and more. So what might those investments look like?

Route extensions- \$1.5 million annually

- Extension of route 17 12th Ave South to new Green Hills Transit Center
- Extension of route 9 MetroCenter to new North Nashville Transit Center
- Extension of route 21 Wedgewood to new North Nashville Transit Center
- Extension of 52A Nolensville Pike/Hickory Plaza to Walmart

New & improved crosstown routes- \$3.5 million annually

- A new Trinity crosstown route and modifications to routes 14 Whites Creek, 22- Bordeaux and 41 Golden Valley, to provide new connections in East Nashville, North Nashville, and Bordeaux
- Improved frequency on 21 Wedgewood and 25 Midtown to make it easier to transfer

Information on the rest of the Better Bus Plan is available on our website and you can [click here](#) to learn more about the Mayor's Transportation Plan.